DEPARTMENT OF THE AIR FORCE
HEADQUARTERS OKLAHOMA CITY AIR LOGISTICS CENTER
TINKER AIR FORCE BASE, OKLAHOMA 73145-3018

TECHNICAL REQUIREMENTS DOCUMENT

(TRD)

CONTRACTOR LOGISTICS SUPPORT

FOR

KDC-10

AERIAL REFUELING SYSTEM

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Technical Requirements Document

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KDC-10 AERIAL REFUELING SYSTEM LOGISTICS SUPPORT

1.0 PURPOSE: This document describes the world wide technical requirements (logistics, maintenance, and repair support) under which the KDC-l0 Aerial Refueling System Logistics Support Contractor will operate during the period of the contract. The Main Operating Base (MOB) for the KDC-10 is Eindhoven, Air Base, The Netherlands.

1.1 SYSTEM DESCRIPTION: The KDC-l0 is a commercial DC-10-30CF aircraft modified into a tanker (boom)/transport configuration by McDonnell Douglas. The two aircraft fulfill the KDC-10 mission in providing worldwide tanker/transport capability for the Royal Netherlands Air Force (RNLAF). The KDC-10 has an aerial refueling boom (ARB) system as does the USAF KC-10. In the KDC-10, however, the viewing of the receiver aircraft is not by the human eye, but is via the Remote Vision System's (RVS) Remote Aerial Refueling Operator (RARO) station. The KDC-10 aerial refueling system is comprised of the ARB system, the RVS system, and RARO station. A listing of Terms and Acronyms (Exhibit A) is provided for reference and information.

1.2 RESPONSIBILITY: Contractor is responsible to support the KDC-10 aerial refueling system *except as affected by the RNLAF furnished supply and services*. In addition to the CLS contract for the aerial refueling system, the KDC-10 general aircraft is supported by an airframe CLS contractor separately contracted by the RNLAF.

2.0 CONTRACTOR INTERFACE REQUIREMENTS

2.1 DUPLICATION OF SUPPORT: Preclude duplication of effort where support is available through RNLAF sources (this includes utilization of government owned or controlled facilities, materials, communications, etc.).

2.2 ORIGINAL EQUIPMENT MANUFACTURER (OEM) DATA AND SUPPORT: Establish an agreement with appropriate OEMs to allow the contractor to obtain any required OEM approved data and technical support necessary to maintain the KDC-10 aerial refueling system so that the Federal Aviation Administration (FAA) certification is not compromised. This agreement must be in effect at the beginning of full scale performance. Receipt of data and support by the contractor shall not compromise or adversely impact the aircraft utilization and mission reliability criteria in this TRD.

3.0 RNLAF FURNISHED FACILITIES, FURNISHINGS, COMMUNICATIONS, AND UTILITIES

3.1 CONTRACTOR OPERATED AND MAINTAINED BASE SUPPLY (COMBS): The COMBS is an on-base, RNLAF owned supply facility operated by the Logistics Support Contractor for providing supplies and services for the KDC-10 aerial refueling system. It is located in close proximity to the flight line and contains areas for receiving, inspection, storing, packaging, material issuing, support equipment maintenance, and office functions.

3.1.1 FACILITY REVIEW: Conduct a facility requirement review with a RNLAF representative by 01 Oct each year. The RNLAF will include the negotiated facility requirements in the Base Facility Plan. Current COMBS facility requirements are contained in Exhibit B.

3.1.1.1 As a result of the facility meeting where an increase in space requirements is identified (and agreed upon) and cannot be provided on base, the RNLAF will provide additional space off-site no later

than three months after the request. If this space cannot be provided by the RNLAF, the contractor shall provide this space. Costs associated with the leasing and relocation will be negotiated under Over and Above.

3.1.1.2 If space allocations at the base are reduced and create a space shortage, the issue shall be resolved within 60 days.

3.1.2 SHELVING, OFFICE FURNITURE, AND WAREHOUSING EQUIPMENT: For the purposes of this TRD, it is to be assumed that all COMBS shelving, office furniture, and warehousing equipment will be provided.

3.1.3 COMMUNICATIONS: Communication services shall be provided by the RNLAF to sustain the tasks defined in this TRD. The communication services include FAX capability, automated data processing equipment, and long distance telephone lines and usage.

3.1.4 FACILITY MAINTENANCE AND UTILITIES: Facility maintenance and utilities will be provided by the RNLAF .

3.1.5 HOUSEKEEPING: Duties and responsibilities for housekeeping will be assumed by the contractor.

4.0 RESPONSIBILITY MATRIX FOR THE KDC-10 AERIAL REFUELING SYSTEM (FIGURE 1)

FUNCTION/TASK	RNLAF	CLS CONTRACTOR
A. MAINTENANCE:		
1. Preflight, postflight, combined pre-flight/postflight/thru flight check(s)	**X**	
2. A Checks (including minor corrosion control)		**X**
3. C Checks		**X**
4. Structural Repair (**See Note 1**)		**X**
5. Remove and replace LRU (**See Note 2**)		**X**
6. On aircraft troubleshooting w/RNLAF assistance when required		**X**

KDC-10 AERIAL REFUELING SYSTEM ONLY **FUNCTION/TASK**	**RNLAF**	**CLS CONTRACTOR**
7. Off aircraft repair/troubleshooting of LRUs and associated components		**X**
8. Major Modifications		**X**
9. Minor Modifications		**X**
10. Maintain, repair, and calibrate Support Equipment		**X**
11. On/Off aircraft repair/ troubleshooting of GFE		**X**
12. Service, repair and calibrate common Support Equipment	**X**	
B. LOGISTICS SUPPORT (COMBS)		
1. Identify, purchase, stock, store and issue spares/benchstock and RNLAF furnished consumables (**See Note 3**)		**X**
2. Provide for, coordinate, manage off-site repair, inspection, and calibration of spares and associated components		**X**
3. Develop, operate and maintain a supply ordering and inventory system		**X**
4. Maintain a Technical Publication Library for the Aerial Refueling System		**X**
5. Provide transportation of GFE, spares and components To/From other Bases (NMCS/AOG) (Unless directed to use RNLAF transportation) To/From COMBS and Aircraft	**X**	**X**

NOTES TO FIGURE 1

Note 1 RNLAF personnel may elect to perform selected structural repairs and minor modifications provided they possess the expertise required to affect these repairs. Limited assistance may be required from the Contractor.

NOTES TO FIGURE 1 Continued

Note 2 RNLAF personnel will remove and replace selected LRU components.

Note 3 The Contractor will provided the RNLAF with a list of requirements to determine availability of items.

5.0 UTILIZATION: There are two categories of KDC-10 Utilization. They are peacetime/ normal and wartime/contingency utilization. Both are best expressed in flying hours.

5.1 PEACETIME AUTHORIZATIONS: The KDC-l0 fleet is currently authorized 2,000 flying hours per year. Each KDC-l0 is available to support peacetime mission requirements approximately 337 days a year (365 days, minus an average of 20 days scheduled maintenance, and 8 days scheduled paint, respectively each year) Based on the above, the daily peacetime utilization of the KDC-l0 will average 3.0 hours per day.

5.2 WARTIME/CONTINGENCY: This is a standby capability to support a defined operational requirement. Operations will be two sorties a day of five (5) hours flying time for a duration of up to 50 days per aircraft. The total standby wartime/contingency flying hour requirement is approximately 500 hours per aircraft/per year. Support for the wartime/ contingency shall be in addition to the normal utilization of 3.0 hours per aircraft per day on any given day within a contractually covered year.

6.0 MISSION RELIABILITY GOALS The RNLAF and the contractor shall integrate their efforts to meet the following logistics support goals for the KDC-10 Aerial Refueling System.

Fully Mission Capable	≥	90%	
CANN Rate	≤	5%	

7.0 CONTRACTOR RELIABILITY STANDARDS The contractor will ensure the integrated nature of all facets in support of the KDC-10 aerial refueling system to meet the following standards:

SUPPLY			
Over the counter fill rate on exhibited components	≥	75%	
KDC-10 aerial refueling support equipment	≥	95%	Serviceable and Available

8.0 RELIABILITY AND MAINTAINABILITY (R&M)/ ITEM FAILURE REPORTING

8.1 Develop and maintain a Reliability / Maintainability program to track equipment failures and identify the need for product improvement.

8.2 Analyze data / information collected as a result of Item Failure Reporting (IFR) (Exhibit C) and Contractor's Field Service Representatives input. (K001) (DI-RELI- 80253/T)

8.3 Compare failure data with mean time between failure or mean time between unscheduled removal data, as appropriate, with KC-l0 and KDC-10 Historical Data for the KDC-l0 aerial refueling system. Identification of potential candidates for Product Improvement shall be submitted via letter to the SPM.

8.4 Maintain status and a historical file for all IFRs submitted and make those available through an on-line system. (K002) (DI-RELI-80253/T)

9.0 QUALITY: Establish a quality program to maintain aircraft certification which meets FAR Part 145. Program must be in effect at the beginning of full scale performance.

10.0 ENVIRONMENTAL REGULATION REQUIREMENTS

10.1 The Deputy Commander of Logistics, the RNLAF sponsor at Eindhoven, Air Base, will provide briefings on the local environmental regulations and procedures. If the Contractor has any doubt on how to act, or the applicability of any of these procedures and regulations, the Contractor must inform the sponsor. The sponsor will provide adequate guidance and/or assistance.

10.2 Comply with all environmental regulations and procedures for which the contractor has been briefed and provided written copies in English. The RNLAF will provide means for waste collection and will be responsible for storage and disposal.

10.3 Contractor shall:

10.3.1 Optimize elimination/reduction of Hazardous Materials (HAZMATs), control HAZMATs not eliminated and promote proactive pollution prevention and the use of environmentally friendly materials and processes.

10.3.2 Obtain USAF approval prior to the use of any additional Class I ODS to support the KDC-10 aerial refueling system.

10.3.3 Suggest by letter to the PCO any environmentally friendly COTS substitute materials or processes which are feasible for use on this program.

11.0 WARRANTY CREDITS/ADJUSTMENTS Identify, track, submit and recover whenever possible, warranty claims for the KDC-10 aerial refueling system for parts and labor from all contract vendors, teams, and OEMs.

12.0 CONFIGURATION MANAGEMENT

12.1 CONFIGURATION STATUS ACCOUNTING MANAGEMENT (CSA):

12.1.1 Provide detailed up-to-date configuration status accounting of all hardware and software components for the KDC-l0 aerial refueling system.

12.1.2 Maintain a computerized system, updated daily, to maintain configuration control of serialized part numbers, next higher assembly installation, hour and cycle accumulation, and modification status (organizational and depot level).

12.1.3 Items to be tracked include, but are not limited to, fuselage number, OEM production sequence number, serial number, service action and TCTO numbers. All data elements must be tracked until modifications are complete; then placed in historical status. (K003) (DI-CMAN-81253/T)

12.1.4 Transmit data by FAX to the aircraft contractor.

12.1.5 Transmit data daily to Sustaining Engineering Support contractor, McDonnell Douglas, in a format accepted to that company.

12.1.6 Maintain the configuration of the KDC-10 aerial refueling system and related subsystems in accordance with KDC-10 Detail Specification (DS) MDC 5410, dated 15 Oct 95, and the CSA.

12.1.7 Track status of service actions upon receipt of the Service Action Review Board (SARB) results. (K004) (DI-MGMT-80368/T)

13.0 DATA MANAGEMENT

13.1 DATA INTEGRATION:

13.1.1 Data required as a result of the KDC-10 aerial refueling system shall be integrated into an electronic form using software compatible with Microsoft Office 95 for delivery to OC-ALC/LKK.

13.1.2 This data shall be available at Eindhoven Air Base in a stand alone computer data base. It will be a menu driven system that will track all facets of the COMBS operation, including issues, receipts, property storage and requisitioning of material and those items listed below. The system also will utilize a comprehensive report transaction which will enable several reports to be produced that can be utilized for trend analysis or as a property management tool. Training for the RNLAF, WSLO, and OC-ALC/LK will be provided. The data management system will include the following as a minimum:

(a) Sparing Data
(b) Methodology of Reporting
(c) Usage Data
(d) Item Failure Reporting Status
(e) Reliability and Maintainability Status
(f) Funds Status
(g) Data Status/Schedule Reports

Note: The contractor may submit suggestions for cost effective alternate methods for receipt of timely data and additional topics for on-line data.

14.0 CONTRACTOR PARTICIPATION IN MEETINGS

14.1 Support a yearly Program Management Review (PMR) and Provisioning Conference as directed by the SPM. The Senior FSR will attend.

14.2 Provide minutes to meetings as directed by the PCO. (K005) (DI-ADMN-81505/T)

14.3 Provide recommendations and advice, as requested, prior to the RNLAF Service Action Review Board pertaining to each service action being reviewed by the Service Action Review Board (SARB).

15.0 CONTRACT FUNDS STATUS Maintain contract fund status to ensure total program visibility. Submit a proposed format with the proposal. (K006) (DI-MGMT-81468/T)

16.0 SAFETY PROGRAM REQUIREMENTS

16.1 SAFETY PROGRAM: The contractor shall implement a safety program that ensures protection of RNLAF property. The program must address mishap notification and reporting.

16.2 MISHAPS/ACCIDENTS/INCIDENTS

16.2.1 Notify the SPM / PCO / ACO / WSLO / RNLAF Chief of Logistics within (1) one hour of all mishaps or incidents at or exceeding $2,000 (material and labor) in damage to RNLAF property entrusted by this contract. This notification requirement shall also include Foreign Object Damage (FOD) and physiological mishaps/incidents.

16.2.2 Furnish a preliminary report by telecon / FAX within 24 hours and provide a formal report within 72 hours for any incidents and damage done to an aircraft while undergoing contractor performed maintenance. Informal reports will contain as much of the following as possible. Formal reports will contain, as a minimum, the following:

(a) Contract, Contract Number, Name and Title of Person(s) Reporting
(b) Date, time and exact location of accident/incident
(c) Brief narrative of accident/incident (events leading to accident/incident)
(d) Cause/results of accident/incident
(e) Estimated cost of accident/incident (material and labor to repair/replace)
(f) Nomenclature of equipment and personnel involved in accident/incident
(g) Corrective actions (taken or proposed)
(h) Other pertinent information

17.0 LOGISTICS INTEGRATION AND SUPPORT REQUIREMENTS

17.1 REQUIRED COMBS OPERATION HOURS: The Contractor Operated and Maintained Base Supply shall be manned and fully operational five days (Monday to Friday) a week, from 7:00 a.m. to 11:00 p.m. (16 hours per day). The COMBS facility shall also be open approximately thirty (30) weekend days per year (either Saturday or Sunday) to support weekend operations.

17.2 PROCURE, STOCK, STORE, AND ISSUE MATERIALS: Provide and furnish all replacement and replenishment spare parts required for support of the KDC-10 aerial refueling system and it's associated support equipment.

17.2.1 Obtain, deliver, and upon PCO direction, install modification (TCTOs / Service Action) kits / parts. TCTO numbers (peculiar to the KDC-10), data codes, and accomplishment information will be provided by the USAF.

17.2.2 Provide, with sparing methodology rationale, the recommended range and quantities of spare parts which are required to support the KDC-10 aerial refueling system and its associated equipment to meet the aircraft utilization and mission reliability criteria. The contractor's sparing methodology shall be

based on a minimum of one year KDC-l0 usage and flying hours for that year. Projection should be capable of forecasting minimum five-year requirements. It shall take into account quantity per aircraft, item procurement times, shop flow times, depot condemnation rates, mission essentiality as identified in the Minimum Equipment List and applied to the utilization rates shown in paragraph 5, mission reliability goals in paragraph 6 and contractor reliability standards in paragraph 7. List shall contain recommended spare parts and repairable and benchstock spares by part number, noun, classification, mission

essentiality, quantity, and recommended level adjustments. Additional spares lay-in must be approved by the PCO. (K007) (DI-ILSS-80134A/T)

17.3 PARTS LISTINGS: COMBS inventory listings are provided for spares, benchstock/common hardware, and support equipment (Exhibits D, E, and F). These listings will be updated. (K008) (DI-ILSS-80134A/T)

17.3.1 ORDERED SPARES STATUS: Provide a listing of spares authorized for purchase but not yet delivered. (K009) (DI-ILSS-80521/T)

17.4 PARTS EXCHANGE: Issue replacement parts and mod kits, complete with items referenced to as Operator's Stock for the appropriate Service Bulletin, (i.e. mounting gaskets, replacement hardware, etc.). Issued items referred to as Operator's Stock (see paragraph 17.10) will be limited to those listed as mandatory replacement items in the appropriate technical manual. Non-repairables, generally falling into the category of benchstock/common hardware, need not be returned for exchange. When simultaneous exchange of a non-serviceable for a serviceable item is not feasible due to deployment, the repairable component will be tracked in a 'Due In For Maintenance Log".

17.5 KDC-10 DEPLOYMENT: Parts to be utilized in supporting long range/extended missions will be those parts contained within the COMBS and used for normal KDC-10 support. No additional parts will be set aside in a kit for the purpose of supporting deployment missions.

17.6 PARTS LEASING: Maintain capability to lease or purchase parts worldwide.

17.7 INSURANCE ITEMS: Upon request of the SPM and approval of the PCO/ACO direction furnish, lease, or purchase insurance items, which are not included in the approved range and quantity of spare parts (i.e., major high-cost, long lead time parts not subject to normal attrition). Approval of lease/buy shall be coordinated with SPM, and approved by the PCO/ACO.

17.8 SPARE PARTS AND SUPPORT EQUIPMENT CONTROL: All spare parts and support equipment remains RNLAF property at the conclusion of the contract. The contractor will demonstrate serviceability of all spares upon conclusion of the contract and maintain a "Closed Loop" supply system which will assure the integrity of RNLAF owned MOB inventories. Property will be controlled IAW the intent of the Federal Acquisition Regulation (FAR Part 45). There shall be no unauthorized interchange of assets between the KC-10 and the KDC-10. KDC-10 assets shall be marked in a manner to easily differentiate between the KC-10 and KDC-10 assets. Markings are not to interfere with the performance of the spares and support equipment.

17.9 BENCHSTOCK/COMMON HARDWARE: Benchstock/common hardware will be maintained in the COMBS. Benchstock/common hardware may be provided by the RNLAF. The benchstock/common hardware will be in sufficient range and depth to support installation of on shelf assets and KDC-10 flight line maintenance.

17.10 OPERATOR STOCK: Ensure hardware, (i.e. nuts, bolts, screws, etc.) normally identified as 'Operator Stock' is available at the COMBS. The material will be used to install modification kits if the

kits do not contain all required installation materials. This quantity is above the level of any like items utilized to support the normal supply of benchstock at the COMBS.

17.11 CONSUMABLES: Consumables for daily maintenance / servicing of common and aerial refueling system support equipment will be provided from RNLAF base supply. If the required consumables cannot be provided from base supply, the contractor shall provide those items.

17.12 PARTS OPERATIONAL READINESS: Depreserve, ensure serviceability of new or repaired parts with proper documentation prior to parts issue by the COMBS to RNLAF personnel to ensure that the parts are ready for installation.

17.13 PRECIOUS AND SCRAP METALS: Accumulated critical alloy, precious, and scrap metals and parts will be stored and periodically processed and disposed of IAW WSLO direction.

17.14 COMPONENT SERVICEABILITY AND OVERHAUL: Provide overall management of commercial component overhaul program.

17.14.1 Repairable parts, LRUs, or components which have failed or are suspected as failed shall be repaired and maintained in a serviceable and properly configured condition to effectively support daily operations and contingency/special mission requirements.

17.14.2 All end items will be overhauled by the manufacturer or a FAA, or JAA certified repair station to maintain FAA certification and to assure maximum reliability of components and accessories. Modified or improved spares shall be equal to or better than removed items and remain compatible with aerial refueling system modifications and improvements.

17.14.3 Obtain qualified repair facilities in The Netherlands (preferred) or Western Europe for components, if possible. If there is not a capability for the above, direct those parts be forwarded to the appropriate CONUS based repair facility.

17.14.4 Substitution of RARO components is only allowed if the subject part/component has a suitable substitute as found in the OEM parts list or when approved either by the OEM or OC-ALC/LKRK prior to that substitution.

17.14.5 The contractor will not repair items where the cost of parts and labor exceed 75% of the current replacement cost unless authorized by the SPM / ACO.

17.14.6 Report all component defects found during performance of work required herein, which are considered to be of such nature as warrant immediate attention (an urgent or dangerous condition) sufficient to require grounding for a one-time inspection to the ACO / PCO / SPM and the RNLAF Chief of Logistics.

17.15 INVENTORY MANAGEMENT**:**

17.15.1 REQUISITION ACCOUNTABILITY: Establish and maintain a supply support requisitioning and accountability system for KDC-10 aerial refueling parts. Any item requested from the COMBS shall be delivered to the RNLAF only after receipt of a valid requisition.

17.15.2 RECEIVING INSPECTION OF SPARE PARTS AND SUPPORT EQUIPMENT: Receive, inspect and accept all aerial refueling system spare parts and support equipment.

17.15.3 PLANS AND PROCEDURES: Account for, control, and manage the tasks set forth in this TRD.

17.16 TRANSPORTATION REQUIREMENTS

17.16.1 Maintain overall responsibility for transportation and shipment of all materials. Shipment of materials will not exceed 24 hours.

17.16.2 When commercial transportation is used, the contractor is responsible for delays, lost or damaged materials, and shall remain obligated to meet the performance requirements of this contract.

17.16.3 When RNLAF transportation is directed, provide follow-up and ensure that all documentation, marking, labeling, preparation, packing/packaging are in accordance with appropriate RNLAF regulations.

17.16.4 Conform with US AFJI 24-210 for shipment of any dangerous or hazardous materials when government transportation is used and the International Air Transportation Association (IATA) Manual when commercial transportation is used.

17.16.5 Provide a supply and transportation priority system which meets or exceeds ATA Specification 200. All critical supply priority shipments shall be made by the most expedient means available to destination.

17.16.6 Provide at full scale performance a freight forwarding capability to expedite parts through foreign customs.

17.17 SUPPORT EQUIPMENT MAINTENANCE

17.17.1 Provide daily servicing, inspection, and maintenance, inventory, storage, and issue control for all powered, non-powered Aerospace Ground Equipment (AGE), special purpose vehicles, special tools, and test equipment, to include overhaul, major and minor repairs, hardware replacement, and calibration on all KDC-l0 aerial refueling system support equipment resident in the KDC-10 COMBS.

17.17.2 Maintain and calibrate support, test, and safety equipment in accordance with manufacturer / FAA / JAA standards.

17.17.3 Establish a schedule for maintenance and periodic calibration of all test and precision measuring equipment to ensure availability of serviceable equipment at all times. Provide equipment calibration schedule requirements to the RNLAF / Chief of Logistics one month prior to due date. Make maximum use of RNLAF facilities to accomplish any required calibration. Provide consolidated support equipment list. (K010) (DI-ILSS-80134A/T)

17.18 DATA MANAGEMENT PROCEDURES: Insure that technical manuals, technical data, and contractually required reports are current by the prompt incorporation of revision data received by the COMBS.

17.18.1 Maintain and make accessible to USAF and RNLAF personnel an up-to-date technical library at Eindhoven Air Base, The Netherlands, for the KDC-10 aerial refueling system. The library will consist of,

but not be limited to, aperture cards, field service reports, engineering drawings (as required), technical publications, KDC-10 Technical Orders, vendor manuals, service actions, and TCTOs that are required to maintain the KDC-l0 aerial refueling system. The RNLAF will initially provide KDC-10 T.O.s and limited vendor manuals. The contractor shall obtain TCTOs and T.O. updates via the RNLAF technical order acquisition system. The USAF will provide aperture card updates.

17.18.2 Review T.O.s and directives issued after contract award for contract impact (i.e. on other work requirements, schedules, or any other pertinent factors). Provide written evaluation to the PCO within ten working days after receipt. This evaluation will include specific backup data.

17.18.3 Initiate proposed technical order changes to the KDC-l0 T.O.s using AFTO Form 22 per T.O.

00-5-1 for any activity required. The AFTO 22s will be forwarded by the contractor to OC-ALC/LKK and The Hague.

18.0 FIELD SERVICE REPRESENTATIVES (FSRs):

18.1 QUALIFICATIONS:

18.1.1 Possess credentials to perform maintenance that satisfies FAA requirements in applicable area with a minimum of (3) three-years KC-10 or KDC-l0 experience in area of assignment. The contractor shall provide Contract Field Service Representatives at Eindhoven Air Base, The Netherlands.

18.1.2 Obtain, through contractor resources, valid passports and must comply with the appropriate RNLAF security requirements and the appropriate contract Security Classification Guide. All FSRs will possess a minimum of a secret security clearance and comply with DD Form 254, Contract Security Classification Specification which is Attachment 11 to the KC-10 TRD..

18.2 MISCELLANEOUS TASKS TO BE ACCOMPLISHED BY THE FSRS:

18.2.1 Provide On the Job Training and informal classroom instruction consistent with the RNLAF maintenance concept.

18.2.2 Provide instruction on the use of special tools, support, and test equipment.

18.2.3. Provide technical guidance in the resolution of field problems related to installed equipment/systems. Provide recommendations to the RNLAF for additional formal/informal training of RNLAF personnel. Emphasize safety aspects to be observed.

18.2.4 Accomplish on-site repair of components when it is most advantageous for the RNLAF and is within the capability and capacity of the FSR.

18.2.5 Accomplish on-aircraft maintenance when it is most advantageous for the RNLAF and is within capability and capacity of the FSR.

18.2.6 Analyze maintenance problems and recommend changes to operation, maintenance, inspection, and training procedures to correct those problems.

18.2.7 Provide liaison related to design improvements, maintenance, and operational problems which have been reported by commercial operators.

18.2.8 Assist the RNLAF with accident/incident investigations.

18.2.9 Prepare/submit material and data reports similar to reports as required for Item Failure Reporting (to meet the intent of USAF T.O. 00-35D-54). (K001) (DI-RELI-80253/T)

18.2.10 Participate in RNLAF technical publication review activities.

18.2.11 Provide technical assistance and guidance as a member of Unit Crash Recovery Teams, as deemed necessary by the RNLAF.

18.2.12 Submit FSR Field Service Reports. (K011) (DI-MGMT-81238/T)

18.2.13 Comply with manufacturer/FAA service actions as coordinated and negotiated with the PCO, scheduled with the SPM and the RNLAF Chief of Logistics when kits / parts are available.

18.2.14 Interface with other support contractors.

18.2.15 Coordinate with the WSLO and RNLAF Chief Logistics A-Check and C-Check schedules, verify related requirements, input/output fuel requirements, service action kit requirements, special items, and activities. Accomplish after the coordination, the scheduled inspection/maintenance checks IAW the frequencies provided in the appropriate T.O.s and the KDC-10 AR system maintenance schedule.

18.2.16 Accomplish all KDC-10 aerial refueling system service actions, including urgent action and immediate action TCTOs within the timeframe of the TCTO.

18.2.17 Investigate and issue a report to the SPM, ACO, and the RNLAF Chief Logistics of any component failures which result in consequential damage to an aircraft or component.

18.3 KDC-10 AERIAL REFUELING SYSTEM MAINTENANCE, INSPECTIONS, OR MODIFICATION TASKS TO BE PERFORMED BY THE FSRS :

NOTE 1: The RNLAF is safety accountable for the aircraft while undergoing scheduled/unscheduled maintenance. All KDC-10 aircraft are under the command and control of the RNLAF/Chief Logistics, Eindhoven, Air Base.

NOTE 2: It is mandatory, unless deviations are authorized in writing by the PCO, that the removal, disassembly, inspection, repair, adjustment, modification, test, assembly, and reinstallation of components and equipment conform to KDC-10 technical manuals / basic vendor / maintenance instructions manuals under FAA / JAA guidelines for an approved FAA or JAA repair facility (Exhibit G).

18.3.1 All effort required to be performed by the FSRs will be considered basic work without any over and above charges.

18.3.2 The contractor is authorized to use their methods, procedures, specifications, or portions thereof, providing they are consistent and compliant with standard accepted aircraft practices and technical purpose to accomplish the work herein or approved by WSLO.

18.3.3 The FSRs will accomplish all A-Check work beyond pre, post and thru flight. Performance will normally be at Eindhoven Air Base. (Exhibit H)

18.3.4 The recommended Air Refueling (AR) peculiar C-Check work sequence is ‘look’ and then ‘fix’ phased. (Exhibit H)

18.3.5 During the accomplishment of inspection / maintenance work requirements, the FSRs shall observe the components in the surrounding area for defects or irregularities not within the scope of that

work requirement. All defects or irregularities shall be noted in the appropriate aircraft records and coordinated with the RNLAF Chief of Logistics prior to aircraft release for aircrew flight operations.

18.3.6 The SFSR shall report immediately to the RNLAF Chief of Logistics, all defects found during performance of work required herein, which are considered to be of such nature as to warrant immediate attention (urgent, dangerous, or safety of flight).

18.3.7 Inspect removed components for serviceability, and tag to show position and serial number of the aircraft from which the component was removed to assure reinstallation in the same position on that aircraft. Affix one part of a two-piece tag to each component removed that will be reinstalled at a later date. Store in a secure and safe environment. When reinstalled, the component must be functionally checked in accordance with the applicable technical manual. Retain the other portion of this tag in the contractor’s Work Control Center that will control issuance of the part for reinstallation.

18.3.8 When aircraft are scheduled for C-Check, the FSRs will accomplish all required tasks:

18.3.8.1 Specific air refueling (AR) peculiar (AR boom & remote vision system (RVS)) requirements set forth by this specification.

18.3.8.2 The FSRs will provide all defects or irregularities found outside AR peculiar C-Check requirements to the WSLO.

18.3.8.3 Additional work (beyond C-Check basic requirements) performance within ‘immediate area’ of AR peculiar work area, will be requested by the RNLAF 334 Squadron (EHV) to WSLO.

18.3.8.4 After coordination / authorization of the WSLO and the RNLAF Chief of Logistics, the FSR personnel will accomplish all TCTOs upon receipt of kits, affected technical orders and TCTOs.

18.3.8.5 All discrepancies noted as the result of the inspections and work directed herein, shall be corrected. Other discrepancies noted, which are not related to the inspection and work directed herein exceeding criterion per referenced paragraph, shall be submitted to WSLO for coordination / authorization / and RNLAF approval.

18.3.8.6 The FSRs shall obtain all required fuel, oil, Skydrol, and lubricants used during inspection / maintenance from the RNLAF. If these items cannot be provided by the RNLAF, the contractor shall provide them and be reimbursed by the contract.

18.3.8.7 The contractor will provide services, supplies / equipment, and parts (bench stock: i.e. misc. common hardware, seals, gaskets).

18.3.8.8 Particular emphasis will be placed on protecting the aircraft interior / exterior painted / polished

surfaces, carpets, furnishings, etc.

18.3.8.9 If a requirement for depot level work, which is not directed within this specification but is determined necessary, the contractor will forward the additional unprogrammed work requirements through the WSLO to the RNLAF Chief of Logistics for review.

18.3.8.10 All recommendations for the deletion of work requirements or modifications will be forwarded through the WSLO to the RNLAF Chief of Logistics.

18.3.9 Aerial refueling C-Check requirements will normally be accomplished at Eindhoven Air Base prior to input into the aircraft maintenance contractor's facility. However, in some situations the aerial refueling C-Check requirements will have to be accomplished on a non-interference basis at the aircraft maintenance facility or immediately upon aircraft return to MOB.

18.3.10 The contractor shall support the refueling system while aircraft C-Check or D-Check requirements are performed at a DC-10 contractor facility (contracted by the RNLAF). This support is required when work becomes necessary within an interface area (overlap area between aircraft and the aerial refueling system).

18.4 DATA FORMS/PREPARATION TASKS

18.4.1 Aircraft Maintenance Records and Forms.

18.4.1.1 All data records and forms shall be provided by the RNLAF to the FSRs

18.4.1.2 Initiate (as required) the completion of all RNLAF forms provided and maintain their currency IAW accepted aircraft record keeping practices. Task accomplishment will ensure airworthiness and mission capability of the KDC-10 AR peculiar system.

18.4.1.3 Request missing information for the maintenance forms through the WLSO.

18.4.1.4 Enter into the appropriate aircraft record all discrepancies found outside the inspection work cards (i.e. non- programmed) not requiring correction / immediate correction (i.e. non-safety of flight) that can be deferred to later date, or to RNLAF KDC-10 maintenance technicians.

18.4.2 Maintenance Documentation:

18.4.2.1 Enter into the Aircraft Maintenance Log (AML) the FA__ or FC__ numbered inspection due. Upon A- or C-Check completion, the AML entry will be signed off indicating the appropriate check number and IAW CSTO NE1C-10(K)A-6.

18.4.2.2 CSTO NE1C-10(K)A-6WC-2 Maintenance Work Cards prescribed for the FA__ or FC__ numbered inspection being performed will be copied from the Maintenance Work Card Index. Each task on the work card will be signed by the Airframe licensed mechanic completing the work, followed by his FAA Airframe license number and the date accomplished. The work cards will then be filed in the KDC-10 COMBS facility..

18.4.2.3 The Inflight Inspection and Maintenance Status Form 0005D shall be updated and retained in the AML.

18.4.2.4 At input into maintenance, the aircraft records / forms received shall be turned into the RNLAF 334 SQD SCC-Logistics/Maintenance.

18.4.2.5 Upon completion of T.O. requirements, the FSR will sign off each AR peculiar A or C Check work card and appropriate RNLAF aircraft record / form. The FSR shall verify that contractual requirements have been met and the AR peculiar refueling system is airworthy. Completed forms / records will include (when applicable) service actions and weight & balance impacts. The FSR monthly activity report will reflect log numbered identifier of actions taken that month to include "Completed F__", "Changed Item", and "Accomplished TCTO". (K011) (DI-MGMT-81238/T)

18.4.2.6 The contractor will provide deferred Aircraft Maintenance Log (AML) discrepancies by their AML logged number to the WSLO and the RNLAF/Chief Logistics at the conclusion of maintenance.

18.5 INVENTORY TASKS:

18.5.1 In the event equipment must be removed to gain access to the aerial refueling system, inventory against property listed in the aircraft inventory records for this equipment. This inventory will be accomplished with the least possible delay. The contractor shall report any shortages to the RNLAF/Chief Logistics. The inventory will be accomplished jointly with the RNLAF/Chief Logistics or his designated representative and the WSLO at time of beginning of contractor maintenance and will be certified by the RNLAF, the WSLO, and contractor personnel.

18.5.2 Remove, tag, and store loose equipment in a secure location. Loose equipment shall not be repaired or overhauled. Return removed equipment to the same aircraft.

18.6 FINAL PROCESSING TASKS UPON COMPLETION OF AERIAL REFUELING SYSTEM MAINTENANCE CHECKS

18.6.1 Finishing

18.6.1.1 All finishing / cleaning labor hours are routine and will be included in the basic contract effort.

18.6.1.2 Final finish cleaning required after maintenance task accomplishment. Special attention will be given to control and removal of tools, foreign objects such as metal filings, chips, loose hardware, safety pins, etc.

18.6.1.3 Clean all areas, interior and exterior, of paint overspray, excess lubricants, etc.

18.6.1.4 Install all panels, access doors, and fairings that were removed to accomplish maintenance.

18.7 UNSCHEDULED REQUIREMENTS TASKS:

18.7.1 Upon completion of any unscheduled requirement, the FSR shall complete a narrative report with submittal to the WSLO and the RNLAF/Chief Logistics. This report shall include as a minimum:

a. Statement of requirement: Time, date, and nature of initial notification.
b. Summary of actions taken, including number of personnel utilized, their skills, and timeframe of accomplishment.

c. Comments regarding degree of support incurred at host activity, unique problems encountered, recommendations for improvement, etc.

d. Summary of manhours, material, components expended.

e. Verification that required repair or overhaul was accomplished IAW vendor manuals and technical orders.

18.8 AVAILABILITY: Availability schedules for FSRs shall be coordinated with the RNLAF to provide efficient and responsive support. FSRs shall be available to perform services at locations other than Eindhoven, The Netherlands.

18.9 DEPLOYMENT: FSRs shall be designated as equivalent to a GS-12 or a Field Grade Officer, for billeting and government facilities during travel. The RNLAF will normally provide transportation and lodging. No overtime will be paid during deployments unless the FSR duties include working longer than eight hours in a twenty-four hour time period. Travel time is not included in the eight hour figure.

18.10 HANDTOOLS -- GOVERNMENT FURNISHED EQUIPMENT (GFE): A listing of handtools which will be furnished to the FSR in support of the KDC-10 aerial refueling system is contained in Exhibit I.

19.0 OVER AND ABOVE TASKS AND RESPONSIBILITIES:

19.1 All work accomplished by the FSRs is considered basic work, and is not subject to over and above charges. Only effort outside the scope of the FSRs responsibility will be considered for over and above charges.

19.2 Contractor must respond within 4 hours of notification the planned action to deploy a field team.

20.0 CONTRACTOR PHASE IN

20.1 To ensure a smooth transition in the change of work effort from the incumbent contractor to the follow-on contractor, an orientation period is provided to:

20.1.1 Observe work accomplishment by current employees.

20.1.2 Become thoroughly familiar with work requirements and work procedures.

20.1.3 Complete personnel requirements (work force) including the hiring of personnel to assure satisfactory performance beginning on the contract start date.

20.1.4 Soliciting personnel for employment during their duty hours is prohibited unless interview arrangements are made through the appropriate contracting and personnel offices.

20.1.5 Obtain security clearances, if required.

20.1.6 Complete training requirements necessary training of contractor personnel.

20.1.7 Complete the development of necessary work plans/procedures.

20.1.8 Complete the development of quality control plans and procedures.

20.2 The follow-on contractor must include this orientation period in their phase-in schedule.

20.3 The follow-on contractor (or the RNLAF) will be allowed access to the facilities to familiarize supervisors, key personnel and staff with equipment, reporting, work scheduling and procedures. However, such access will not interfere with the production efforts of incumbent contractor personnel. To preclude such interference, arrangements for access to the RNLAF facilities will be made with the WSLO. Access will be limited to the following categories of personnel:

20.3.1 Contractor supervisory and clerical personnel

20.3.2 Contractor equivalent of a Government supply clerk.

20.3.3 Contractor foreman level personnel will be permitted access to observe operations, work flow, priorities, scheduling, equipment handling, storage, parts, safety, security, etc.

21.0 PHASE-OUT

21.1 If there is a change in Contractor or if the operations reverts to in-house, the incumbent Contractor will provide familiarization to the RNLAF or the follow-on Contractor, whichever the case may be. During the phase-in familiarization period, the incumbent will be fully responsible for continued operations in accordance with this TRD.

21.2 The Government reserves the right to conduct site visits in all Contractor operated facilities, including any sub-contractor facilities, in conjunction with follow-on contracting efforts. In the event the follow-on contract is awarded to other than the incumbent, the incumbent contractor will cooperate to the extent required to permit an orderly change over to the successor contractor. With regard to the successor contractor's access to incumbent employees, a recruitment notice may be placed in each facility.